

FOR SALE ! Trimaran Skimmer - Arey's Pond Boatyard, South Orleans, MA

**Sail into your dreams !**



**Picture yourself at anchor in the warm waters of a Bahamian harbour. A Trimaran is the perfect vehicle to get you there. It is truly ocean going, so you can take a journey to anywhere in the world.**

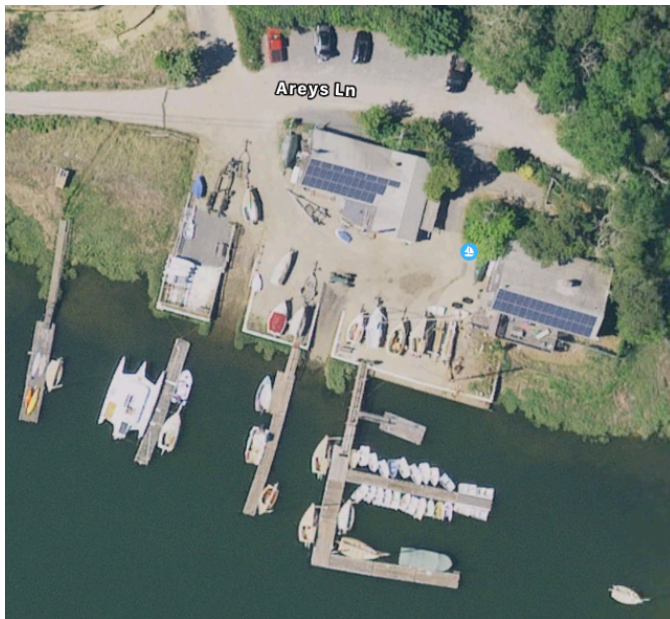
Trimaran "Skimmer" is a Jim Brown design 37 foot Searunner. It was built by two brothers in Indiana in the 1970's. They crafted it meticulously, launched it into the Ohio River and sailed it down into the Mississippi River and out into the Gulf of Mexico.

We bought it in 1985 and lived on it for 5 years in the Bahamas, and then sailed up and down the East coast and Intracoastal Waterway twice and around Cape Cod and the Islands.

Our home port is Arey's Pond boatyard, where we are surrounded by carefully crafted cat boats made there. Here's a bird's eye view from last year. Currently on a mooring.

The trimaran is perfect for shallow areas such as Pleasant Bay on the east coast of Cape Cod. The center hull has a centerboard that floats and extends down for a total draft of 6

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feet. When the centerboard is retracted, the boat draws only 3 feet, so extremely tidal harbors like Arey's Pond are accessible at high tide. We are the largest sailboat in the harbor thanks to our shallow draft.

The living spaces are all within the main, center hull. It has standing room throughout, except at the bow where the head (toilet) is located. The outer hulls or amahulls are for light storage only and provide tons of buoyancy when sailing. They keep the trimaran on a very even keel even with lots of wind. It is a much more relaxing sailing a trimaran than being heeled way over in a regular sailboat.

The boat was designed by Jim Brown and is called a Searunner 37. It is 37 feet long and 22 feet wide. He sold plans and an instruction manual for assembly by individuals so they could build their own oceangoing vessel at an affordable price with sweat equity instead of years of large payments. We found his original blueprints while working on her.

He wrote the book "The Case for the Cruising Trimaran" which explains his thinking about why a trimaran is the best design for an ocean going boat. This design won the TransPacific race from California to Hawaii back in the 70's, so it's proven, ocean going design.

Living conditions are very well thought out. Jim Brown lived on this boat for many years, so he had years to get the design right. Having lived on it for years, there are very few design changes we would make. There are bow and stern cabins and you can accommodate up to 8 people depending on how the bunks are configured. Our boat is set up for 7 people right now. It is extremely comfortable for 4 people, with 2 in the stern and 2 guests in the front cabin with their own sink and seating for changing and getting ready for the day and head access.

Storage abounds, which makes this design great for those who intend to live aboard permanently or for extended periods. Plenty of room for everything you will need.

The floorboards are almost 2 feet above the bottom of the boat, so heavy supplies like water, hardware items, and heavy anchors can be stored there, handy but out of the way.

**Center Cockpit for good visibility, gentle ride, and easy control**

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The cockpit is in the middle of the boat for great visibility. The center cockpit design has the mast, wheel, cockpit drain and centerboard right in the middle, very handy for adjustments underway. You rarely have to leave the cockpit. The center of any boat has the least motion underway, and the outer hulls keep the boat very stable while sailing, heeling over only a few degrees, much less than a monohull design. She is easy to single hand for the same reason.

### **Bow and stern cabins provide privacy for owners and guests**

Going down the ladder into the front cabin, you'll see on double bunks with storage above them either side. Your legs actually extend to the rear up under the seats of the center cockpit.

Next, there is a "dressing room" with a sink and seating. There are massive storage areas on either side for storage of clothing and towels. Above that, there is additional storage at eye level for additional clothing or gear.

Next, going forward, you duck down to get to the head (toilet). This is also the shower area, where you sit down on the head to take a hot shower. Shower water is solar heated in shower bags or an on demand hot water heater could be installed.

Above your head, there is a opening hatch that ducts air down through the front cabin to keep things cool inside. The boat, at anchor, always faces into the wind, so breezes abound. Further forward, in the bow, is the storage tank for the marine head and a water filter.

Going down the ladder from the centrally located public area of the cockpit into the stern cabin, you'll first encounter the bunks on either side with storage above. A single bunk on your left, and a double bunk on your right. Each has its own porthole for light and ventilation and storage above. We have new ports for these bunks, but they are yet to be installed.

Next is the galley area, with a 2 burner propane stove on the left. It has storage beneath, more storage behind the stove for canned goods and a "fenced in" deep shelf above for pots and pans.

There is a two basin sink on your right. Dish and utensil storage is behind the sink. Above that is a cabinet with doors for storage of cereal, baking goods, and dry supplies.

Finally, all the way to the stern is a 6 foot long dinette table that easily seats 4, and even 6 good friends. Beneath their feet is the refrigerator, larger than your average RV fridge.

### **The refrigerator is solar powered**



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The refrigerator lid in the floor raises up for access and since the “door” is at the top of the cold box, precious cool air, which tends to settle, does not rush out of the open door, like the normal refrigerator. The fridge is entirely run by 2 of the four solar panels and 2 of the 4 deep cycle batteries.

### Repairs we have made

When the boat was constructed, the brothers used a good quality, 3 plyZAZA lumberyard plywood that was the only material readily available in the middle of the country where they lived. It is called 3/8” AC plywood. The boat was constructed using West System epoxy as the finish and adhesive, AC plywood for hulls, cabin, and deck, and fir (a hardwood) was used for stringers and structural components.

Over the years, the epoxy hardened up and started to get hairline cracks on the plywood. On horizontal surfaces like the decks and cabin tops, these tiny cracks allowed rain water to penetrate. The moisture started to cause the plywood to deteriorate. We have now removed almost all of this defective plywood and replaced it with 7 mm thick, very high quality 7 ply marine mahogany plywood with a Lloyd's of London marine certification stamps. Before installation, this premium quality plywood received 3 coats of West System epoxy on each side. To repair, we chisel off the old plywood and use a mixture of fibers and epoxy to adhere the new plywood to the existing fir stringers, duplicating the original construction method. The



fasteners used to hold down the new plywood while the epoxy glue hardens are all stainless steel or bronze.

When consulting with the Arey's Pond Boat Yard paint specialist, he strongly suggested using the state of the art, professional marine finish system called AwlGrip. This is used on the largest yachts in the world. It is epoxy based which is compatible with the West System epoxy that is used on the wood. Over the 3 coats of West System Epoxy on the marine plywood, we are using two coats of primer and then 2 coats of the gloss finish, sanded and wiped with acetone between each coat.

**Using AwlGrip premium, 2 part epoxy marine primer and paint**

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We have applied two coats of primer and two coats of top coat, but we thought it more important to protect the new plywood than achieve a factory finish. There are currently runs in the paint. Consequently, the surfaces need to be sanded again and a third coat applied using the "roll and tip" method. Use non skid sand additive on horizontal surfaces.

### Equipment included with the boat

Having lived on the boat for years, almost all the equipment needed is already part of the boat's inventory and is included. The lights and electronics are out of date and should be replaced with the latest technology.

Much of this equipment is currently stored elsewhere so work could proceed unimpeded.

- 4 solar panels
- Solar panel charge controller
- 2 deep cycle batteries
- 700 Watt, 110 volt inverter hooked to the deep cycle batteries - standard 110 volt power tools can be used anywhere, battery powered tools can be charged onboard.
- Center console and wheel ( helm ) - currently stored elsewhere
- AutoHelm self steering gear and control panel
- Anchor - 44 pound Bruce
- Anchor - 33 pound Bruce
- Anchor - 18 pound Danforth
- 3/4" 3 strand anchor line - approximately 600 feet
- 5/8" 3 strand anchor line - approximately 500 feet
- Miscellaneous other line
- Mast - 45' aluminum extrusion with access steps attached, all sail handling hardware installed
- Spreaders - 2 levels (4 total)
- Boom - 18' aluminum extrusion with all sail handling hardware installed
- Motor - Tohatsu 25 inch long shaft outboard - 9.9 hp (bought from and serviced by Arey's Pond Boat Yard
- Included inboard motor - old but rebuilt 18 hp, 2 cylinder Kubota & Transmission (not installed - prop shaft tube is installed)
- Fuel and water tanks
- Foam mattresses
- Mainsail, staysail, storm jib, 110% headsail
- Extra sails that can be tailored to fit the boat.
- Bimini top with clear side curtains - custom made to enclose and cover the cockpit

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- Lots of stainless steel fasteners and hardware
- Some hand tools
- Extra Awlgrip primer, high build primer, and finish paint
- Extra West System epoxy and additives
- 2 gallons of bottom paint
- Lexan ( polycarbonate ) on board, in stock for rear windows and rear window flap
- More plywood prefinished with epoxy.

### **What needs to be done:**

- New standing rigging - the multi strand stainless cables that support the mast were starting to pop individual strands. They must be replaced
- Remaining new plywood installation on starboard side deck, stern, and rear cabin side.
- One panel on starboard (right) side outer ( ama ) hull
- New dinette area side windows ( lexan clear plastic sheeting already on board )
- Complete clear Lexan hatch boards and remove protective film
- Install new rear ventilation ports over rear bunks ( already on board )
- Rub strips along the edge of the hulls to prevent chafing damage when tied to docks. Fir hardwood and rubber rub rail already on board ( wood is in port amahull )
- Starboard side cleats ( already on board )
- Install new lighting and electronics
- Final sanding and final finish coat of Awlgrip with non skid additive on horizontal surfaces.
- Bottom paint prep and finish ( 2 gallons of bottom paint already on board )
- New marine head - filtered salt water supply, holding tank, plumbing already in place
- Cut in remaining side deck anchor storage panels - one already completed on port side rear. Panel is currently in the port amahull
- Access for propane gas locker - rear cabin top, starboard side.

**We are available for consultation at any time - We know all about the boat and it's history and are happy to help in any way to assist its rehabilitation and speed it towards many new adventures.**

**We've learned a lot over the years and are happy to share**



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Standing on the rear cabin top, looking Forward towards guest bunks, dressing room, head, 3 bows

The new, clear Lexan hatch board still has its protective film on it. We are planning to cut it horizontally into 2 or 3 hatch board with handles for flexible airflow control.



Standing on the front cabin top, looking back towards bunks, kitchen and dining area, 3 sterns

The new, clear Lexan hatch board still has its protective film on it. We are planning to cut it horizontally into 2 or 3 hatch board with handles for flexible airflow control.



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Looking Forward towards bunks, dressing room, head (needed)



Looking Rearwards, past bunks, into galley, dinette area with solar powered fridge in floor under table - cabin side needs replacement



Guest Bunk - port side, front



Captain's Bunk - port side, rear



Starboard Side forward Guest bunk with paint supply and epoxy supply